

IN THE CLAIMS

1. (previously presented) An end connector for an articulated vehicle track comprising:

(a) a body portion including first and second side portions respectively at least partially defining first and second passageways adapted to receive first and second track pins of adjacent track links, first and second intermediate portions disposed between the first and second side portions and a bore passing through the first and second intermediate portions between and perpendicular to the track pins in use;

(b) a securing element;

(c) a securing bolt having a head portion and a shank portion which shank portion co-operates in use with the bore; and

(d) means for securing the securing bolt on the body portion, wherein

the securing element comprises first and second arm portions arranged at an angle with respect to each other, the first arm portion being secured in use between an outer surface of the first intermediate portion and the head portion of the securing bolt and the second arm portion including opposed marginal edges which are arranged in use to partially penetrate or overlie the respective first and second passageways.

2. (original) An end connector as claimed in claim 1 wherein the bore and the shank portion have co-operating threads.

3. (previously presented) An end connector as claimed in claim 1 wherein the first intermediate portion is shorter than the second intermediate portion in a direction parallel to the longitudinal axis of the track pins in use and an inner face of the second intermediate portion includes an abutment surface operative to co-operate with a leading edge of the second arm portion to resist movement of the second arm portion in a direction away from the body portion generally parallel to the longitudinal axes of the track pins in use.

4. (original) An end connector as claimed in claim 3 wherein the abutment surface is defined by a wall of a channel formed in said inner face which channel operatively receives the leading edge of the second arm portion.

5. (previously presented) An end connector as claimed in claim 1 wherein the first arm portion includes a hole for passage through the first arm portion of the shank portion of the securing bolt.

6. (previously presented) A track link unit for an articulated vehicle track comprising:

i) a track link including first and second track pins arranged parallel to one another and passing through the track link each track pin including a radially directed groove towards an end thereof; and

ii) an end connector,

wherein the end connector comprises:

(a) a body portion including first and second side portions respectively at least partially defining first and second passageways, the first passageway receiving a first track pin of a first track link and the second passageway being adapted to receive a second track pin of an adjacent second track link, first and second intermediate portions disposed between the first and second side portions and a bore passing through the first and second intermediate portions between and perpendicular to the track pins;

(b) a securing element comprising first and second arm portions arranged at an angle with respect to each other;

(c) a securing bolt having a head portion and a shank portion which shank portion co-operates with the threaded bore, and

(d) means for securing the securing bolt on the body portion, wherein the first arm portion being secured between an outer surface of the first intermediate portion and the head portion of the securing bolt and the second arm portion including opposed marginal edges which are arranged to partially penetrate or overlie the respective first and second passageways and which first and second marginal edges co-operate with the respective radially directed grooves of the track pins to retain the end connector on the track pins.

7. (original) A track link unit as claimed in claim 6 wherein the bore and the shank portion of the end connector have co-operating threads.

8. (previously presented) A track link unit as claimed in claim 6 wherein the first intermediate portion of the end connector is shorter than the second intermediate portion in a direction parallel to the longitudinal axis of the track pins and an inner face of the second intermediate portion includes an abutment surface operative to co-operate with a leading edge of the second arm portion to resist movement of the second arm portion in a direction away from the body portion generally parallel to the longitudinal axes of the track pins.

9. (original) A track link unit as claimed in claim 8 wherein the abutment surface is defined by a wall of a channel formed in said inner face which channel operatively receives the leading edge of the second arm portion.

10. (previously presented) An articulated vehicle track comprising:

i) a plurality of adjacent track links, each track link including first and second track pins arranged parallel to one another and passing through the track link, each track pin including a radially directed groove towards an end thereof; and

ii) a plurality of end connectors,

wherein the end connectors comprise:

(a) a body portion including first and second side portions respectively at least partially defining first and second passageways, the first passageway receiving a first track pin of a first track link and the second passageway being adapted to receive a second track pin of an adjacent second track link, first and second intermediate portions disposed between the first and second side portions and a bore passing through the first and second intermediate portions between and perpendicular to the track pins;

(b) a securing element comprising first and second arm portions arranged at an angle with respect to each other;

(c) a securing bolt having a head portion and a shank portion which shank portion co-operates with the bore; and

(d) means for securing the securing bolt on the body portion, wherein

the first arm portion being secured between an outer surface of the first intermediate portion and the head portion of the securing bolt and the second arm portion including opposed marginal edges which are arranged to partially penetrate or overlie the respective first and second passageways and which first and second marginal edges co-operate with the respective radially directed grooves of the track pins to retain the end connector on the track pins.

11. (original) An articulated vehicle track as claimed in claim 10 wherein the bore and shank portion of the end connector have co-operating threads.

12. (original) An articulated vehicle track as claimed in claim 11 wherein the first intermediate portion of the end connectors is shorter than the second intermediate portion in a direction parallel to the longitudinal axes of the Back pins and an inner face of the second

intermediate portion includes an abutment surface operative to co-operate with a leading edge of the second arm portion to resist movement of the second arm portion in a direction away from the body portion generally parallel to the longitudinal axes of the track pins.

13. (original) An articulated vehicle track as claimed in claim 12 wherein the abutment surface is defined by a wall of a channel formed in said inner face which channel operatively receives the leading edge of the second arm portion.

14-16. (canceled)

17. (previously presented) A tracked vehicle utilizing articulated tracks for movement, the vehicle comprising an articulated track incorporating

i) a plurality of adjacent track links, each track link including first and second track pins arranged parallel to one another and passing through the track link, each track pin including a radially directed groove towards an end thereof; and

ii) a plurality of end connectors;

wherein the end connectors include

(a) a body portion including first and second side portions respectively at least partially defining first and second passageways, the first passageway receiving a first track pin of a first track link and the second passageway being adapted to receive a second track pin of an adjacent second track link, first and second intermediate portions disposed between the first and second side portions and a bore passing through the first and second intermediate portions between and perpendicular to the track pins;

(b) a securing element comprising first and second arm portions arranged at an angle with respect to each other;

(c) a securing bolt having a head portion and a shank portion which shank portion co-operates with the bore; and

(d) means for securing the securing bolt on the body portion, wherein

the first arm portion being secured between an outer surface of the first intermediate portion and the head portion of the securing bolt and the second arm portion including opposed marginal edges which are arranged to partially penetrate or overlies the respective first and second passageways and which first and second marginal edges co-operate with the respective radially directed grooves of the track pins to retain the end connector on the track pins.

18. (new) An end connector as claimed in claim 1 wherein the first and second arm portions of the securing element lie in different planes.

19. (new) A track link unit as claimed in claim 6 wherein the first and second arm portions of the securing element lie in different planes.

20. (new) An articulated vehicle track as claimed in claim 10 wherein the first and second arm portions of the securing element lie in different planes.

21. (new) A tracked vehicle as claimed in claim 17 wherein the first and second arm portions of the securing element lie in different planes.